

THE WONDERFUL DRAGON AND THE

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NEBRASKA RAILROADS.

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MAHA, Dec. 15.—The growing young commonwealth of Nebraska is enjoying the present of a railroad excitement the like of which never occurred there before.

There have been practically but three great road companies in Nebraska: the Union Pacific, the Burlington and Missouri, and the Chicago and North Western. The first named road was the oldest of the three, and is no longer dependent upon other lines for business, states terms to all its feeders, and to all that it supplies freight or passenger. The Chicago and Iowa lines must call the favors it and suffer.

The B. and M. line is an independent corporation, but it stands in a different relation to its western neighbors. It is a feeder, and is dependent upon the C. B. and Q. for its Nebraska connection. It proved a considerable source of revenue to the Iowa and Illinois lines, and its ramifications gather in the products of the most fertile sections of the State. Until recent times the Nebraska extension of the Chicago and Pacific has been merely an unimportant upshot of the Chicago and Iowa road, and it has not yet begun to assume proportions of some magnitude, however, and is constructing an extension of 150 miles into the heart of the heretofore undeveloped, but quite fertile northern portion of the State. It is a Nebraska extension to Chicago and Northwestern.

As to the other two roads, there are but two corporations that have been organized since the Union Pacific, and the lately organized St. Paul, Sioux and Omaha line. It is hardly possible for any of these companies to retain their independence of the Union Pacific and the Burlington and Missouri. The outlook now is that the companies will control Nebraska railroad traffic, and the Chicago and Northwestern will be able to support only a few divisions of Sioux City and Pacific. In that case there will be three powerful rivals.

The Union Pacific owns and operates the line from Omaha to Ogden, extending across the State.

In addition, this company has contracted a branch something more than 100 miles long, running through the counties of Saunders, Butler and Polk, called the Omaha and Republican Valley Railroad, and is now laying this line to the centre of Hamilton,

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